

Regional Forester
USDA Forest Service, Alaska Region
P.O. Box 21628
Juneau, AK 99801-1628

October 23, 2002

I am forwarding the attached letter of appeal as required by the appeal process.

USDA Forest Service
Attn: NFS-EMC Staff, Barbara Timberlake
Stop Code 1104
1400 Independence Avenue, S.W.
Washington, D.C. 20250-1140

October 23, 2002

This letter is a Notice of Appeal filed pursuant to 36 CFR part 217, page 46 in the Record of Decision.

The decision that I am appealing is the Preferred Alternative as described in the FEIS and the resulting Revised Forest Plan, specifically areas available for motorized and non-motorized winter activities, with modification as further described on page 3 of the R.O.D.

The document in which the decision is contained is the Revised Land and Resource Management Plan of the Chugach National Forest Record of Decision, R10 MB-4806. The date of the decision was May 31, 2002 and the Deciding Officer is Regional Forester Dennis E. Bschor.

The specific portion of the document that I object to is the closing to motorized winter use, of numerous local areas in and around Seward and Moose Pass, specifically the closing of Crescent/Carter Lakes, the Sterling and Seward Highway from Cooper Landing to Summit Lake and Moose Pass, closing of the Trail River Campground, and other areas closer to Seward.

I have been a Seward resident for more than 20 years and my wife and I are both frequent users of the National Forest all year long, both as motorized and non-motorized users. Being both a rider and a skier, I have seen both sides of the issue and I have not experienced a conflict with multi-use areas. As in anything in this world, there are some problems on both sides of the issue, but that shouldn't mean that everyone should suffer for it. By closing these areas it will disrupt traditional use for recreation, travel and subsistence use.

I attended several meetings last year concerning the Forest Use Plan, and none of these closures were presented as they were put in the Final Plan. I feel that the public got blindsided by the planning process without a chance for input. If the present system seems to be working, why change it?

In conclusion, I would request that you reconsider the decision concerning the motorized winter use areas that I have listed. Please allow continued use as it currently stands.

Respectfully,

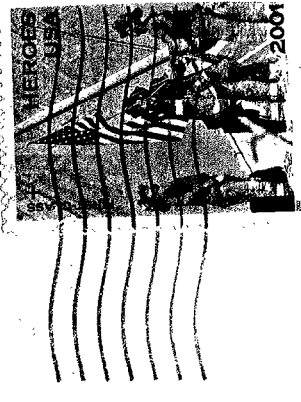


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